



Manfred being congratulated by President Andrew on receipt of his GFA/VSA "Living Treasure" award on 17th September.

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ALPINE FLYER

October 2005

President – Andrew Evans
 Vice President – Mark Bland
 Secretary – Mike Pobjoy
 Airworthiness Officer – Manfred Rueff
 CFI and Treasurer – Ian Cohn

Editor - Ian Cohn

Contents

President's Column	Page 1	Maintenance Matters	Page 3
Operations	Page 2	Members and Friends	Page 3
Treasurer's Talk	Page 2	Club Diary	Page 3
		The Tail End	Page 4



PRESIDENT'S COLUMN

Congratulations to Ray Addinsall and Manfred Rueff on their VSA "Living Treasure" awards. I attended the award presentation on 17 September 2005 at the VSA Annual Dinner at Tullamarine and paid tribute to our recipients. Unfortunately Ray could not attend the presentation, so we will present his award to him at the Mt Beauty Gliding Club AGM on Australia Day weekend in 2006.

This month thanks is due to:-

- Manfred Rueff, Mark Bland, and Mike Pobjoy for doing the majority of the work on the annual inspection on WVU.
- Manfred for setting up the club winch in Rigoni's paddock for the 2005/06 season.
- Ian Cohn for keeping us all up to date with regular, very informative newsletters.

Finally, a warm welcome to new Social Member, George Vasiliadis. George hails from Mansfield and is an experienced pilot who is also a member of GCV at Benalla. George regularly visits Mt Beauty in January and at Easter.

Andrew J Evans
 President

Editor's Epistle

This Edition

We have continued a low level of activity over winter for the first time thanks to being able to use Mark and Mike's winch on the shortened winch path and we have flown the IS-28 a week earlier than last year. So the 2005/2006 soaring season has had a promising start.

Manfred positioned the MBGC winch in the paddock on Friday 7th of October, so with the IS-28 annual maintenance completed we are ready to fly. We expect to operate every weekend day from now on. Please advise Manfred or Ian if you want to fly on specific days so that we can ensure that an operating crew is available.

Melbourne Cup day occurs on the 1st of November this year. I would encourage members to make the period 29th October to 1st November, the official opening long weekend for our soaring season and to make a special effort to fly during this period.

Distribution

"Alpine Flyer" is available for download from our website at www.mtbeauty.com/gliding and also from our alternative site at www.exalander.com/mbgc/mbgcnewspage.htm.

Contributions to Alpine Flyer

This is your Newsletter, so let's have your contributions. Send them to the Editor at gliding@mtbeauty.com. Photographs, stories of your gliding/aviation experiences, equipment reviews, and "how I learned about flying from that" stories are all welcome. If you can't use email, send contributions to the Editor at Box 486, Mt Beauty, VIC, 3699.

Operations

Changes to MBZs and CTAFs

In a communication to all GFA members during September the Australian Government outlined the new procedures required to be adopted at "Non Towered Aerodromes" (NTA) as from 24th November.

Basically Mandatory Broadcast Zones (MBZ) are being eliminated and all "Non Towered Aerodromes" will have an associated "Common Traffic Advisory Frequency" (CTAF) that will have no defined airspace volumes associated with them.

This will affect our operations, since Mt Beauty is a "Non Towered Aerodrome", and during the soaring season, our operations can take us close to Mt Hotham Airport.

The new procedures require us to monitor and broadcast on the CTAF whenever we are within 10 nautical miles of an NTA. This will cover the majority of our flight time since most of our flying time is within 10nm of Mt Beauty.

We are required to give positional broadcasts when:-

- Taking off
- Inbound or overflying
- In the circuit entering Downwind, on Base, and Final

It should be noted that the new procedures permit "straight in approaches" so now, more than ever, when on Base leg, our pilots should monitor the approach path for straight-in powered aircraft traffic.

A typical standard take-off call would now be:-

***"Mt Beauty Traffic,
Glider Whiskey Victor Uniform,
Departing Runway 32,
Winch launch,
Mt Beauty"***

The guidance material specifically recommends avoidance of pilot-to-pilot communication "unless there is a potential for conflict".

The new procedures allow provision of UNICOM services. For our purposes "Mt Beauty Gliding Base" may give UNICOM information to powered traffic if necessary, particularly in relation to the number and positions of gliders operating at the time. However keep any such transmissions short and to the point.

Important Safety Items

With the 05/06 soaring season upon us, its time to review important safety considerations.

Lookout. All pilots are expected to know the standard GFA Lookout procedures so please review these procedures and implement them when you are flying. These were published in the GFA's Operations Directive 1/03 and are available from www.gfa.org.au/ops/opsdir0103.php.

Hill and ridge flying procedures. The main things here are to not fly too close to the ridge, to maintain adequate speed close to the ridge, to always turn

away from the ridge when changing direction, and apply standard ridge flying rules when flying in proximity to other gliders. All pilots are requested to review the Hill Soaring section of "Basic Gliding Knowledge".

Annual Checks

All solo pilots are required to undergo an annual check and review with one of our instructors. Apart from normal and emergency procedures, I have asked instructors to specifically review Lookout and Ridge Soaring procedures with each pilot as well as the new CTAF procedures.

Please bring along your up-to-date logbook so that your annual review may be certified by the instructor.

Pilot Safety Seminar

CASA has invited our members to attend their "Pilot Safety Workshop" to be held at the University of Melbourne on 12th November. This will be mainly oriented towards commercial and private pilot licence holders but will have content of interest to glider pilots. Go to www.casa.gov.au/seminars for details.

Ian Cohn
Chief Flying Instructor

Treasurer's Talk

Our Finances

Income has continued to be a bit thin since our last newsletter so the bank balance is a bit lower than your Treasurer would like to see. And we also have the IS-28 insurance payment coming up.

So the club requests that all members ensure that their accounts are in credit. If you owe the club money, it is a real drag on our ability to provide members with low cost and reliable flying and a burden on the Treasurer in terms of the extra administration time required to chase up debtors. So get organised. It's your responsibility to get your account in credit and keep it that way.

IS-28 hours

At press time we have done 3.1 hours on the IS-28 so far this season, so we need to get the members out flying.

Bulk Flying Scheme

The Club's bulk flying scheme For 2005/2006 is:

- Applicable only to IS-28 flying.
- Membership category must be Full Member.
- Pre payment of \$1200 for one year's flying covers all IS-28 launches and flight time.
- Commences on day payment is cleared in the club's bank account.
- Excludes membership fees.
- Non refundable once paid.
- One hour flight time limit per flight unless not required by other members on the day.

Books

We have a supply of the GFA's basic gliding text "Basic Gliding Knowledge" available at the same price as offered by the GFA at \$27.95. To get your copy contact the Treasurer. Gliding logbooks are also available.

Mt Beauty Foodworks "Spirit of the Community" fund



Mt Beauty Gliding Club points for the new period were 4200 as at 15th of October.

When purchasing any items from the [Mt Beauty Foodworks](#) supermarket make sure that you put your points to the Gliding Club – code 1060.

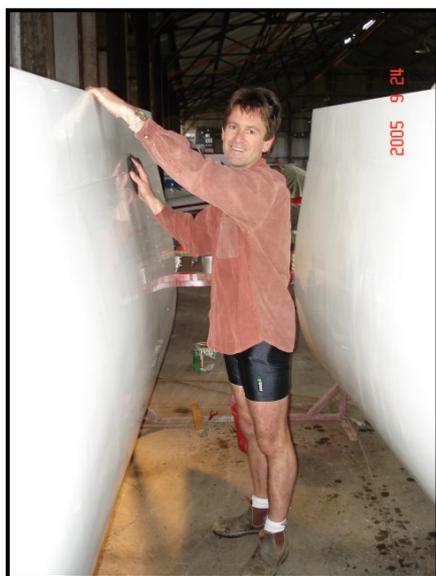
Ian Cohn - Treasurer.

Maintenance Matters

On the 24th September the IS-28 Form 2 maintenance was completed and the glider was assembled. Manfred did the Form 2 test flight.



Peter Deane and Mark Bland completing the maintenance on the IS-28 cockpit on 24th September.



Alan Barnes cleaning the IS-28 Wings just prior to reassembly on the 24th September.

Members and Friends News.

Social member, **Alan Barnes**, has purchased an LS-1 single seat composite glider that is currently based at Benalla.

Secretary, **Mike Pobjoy**, has just returned from a trip to Vietnam and we expect to hear his stories of gliding in Vietnam shortly.

Friend of MBGC, **Rick Morris** has now substantially completed his Zenith Zodiac. He has only to paint it and fit the canopy before commencing the test flying phase.



Ric with his Zodiac on 4th September.

Mt Beauty Gliding Club Diary

Monday 3rd October - MR, IC and MBd flew the IS-28 and Blanik using the syndicate winch. Launches were to between 1200ft and 1400ft above ground. Conditions were sunny with a 10-15 Kt NW breeze enabling hill lift, thermal and wave conditions. Total flight time was 5h 26m from 4 flights with a maximum flight time of 2h 10m by IC. Max altitude was around 9100 ft.

Sunday 25th September - AB, KV, MR, IC and MBd flew the IS-28 and Blanik using the syndicate winch on a shortened winch path. Launches were to between 1200ft and 1400ft above ground. Conditions were again cloudy with a 5-10 Kt NW breeze enabling weak lift or reduced sink on the hill. Total flight time was 1h 39m from 5 flights with a maximum flight time of 35 m by AB. Max altitude was around 2500 ft.

Saturday 24th September - MBd, PD, AB, MR, and IC finished the Form 2 annual maintenance on our IS-28 and with the help of Dick Thesingh and Graeme Meakin put the wings on the fuselage. Thanks Graeme and Dick. Manfred finished off the maintenance and test flew the IS-28. IC, MBd and PD flew the Blanik using the syndicate winch on a shortened winch path. The weather was cloudy with sunny patches and with a steady northwesterly breeze. Hill lift, weak thermals and mystery lift (probably wave) enabled a total flight time of 3h 22m

from 3 flights with a maximum flight time of 1h 21m. Max altitude was 3250 ft.



The wing lifting crew Peter Deane, Mark Bland, Manfred Rueff, Alan Barnes, Dick Thesingh, and Graeme Meakin examining their handywork.

Sunday 11th September - IC and MBd flew the Blanik using the syndicate winch on a shortened winch path. Total flight time was 24m from 2 flights with a maximum flight time of 16 m.

MBGC Current Fees and Charges

Member Category	Full	Assoc-iate	Social	GFA Visitor
Debenture	\$500	\$250	Nil	Nil
Joining Fee	\$100	\$50	Nil	Nil
Annual Fee	\$100	\$50	\$25	Nil
Winch Launch	\$10	\$13	\$13 ¹	\$15
IS-28 Flt Fee Per Minute	\$0.40	\$0.50	\$0.50 ²	\$0.60

¹ 5 launches per annum only - \$15 per launch after 5.
² 2 hours per annum only - \$0.60/min after 2 hours.

For MBGC members, flight time charges cease for flight time beyond two hours.

TIF fees are \$100 for winch launch and \$150 for Aerotow launch for up to 30 min flight.

GFA membership fees

Annual	\$176	Three Month	\$60
Family Annual	\$140	Three day	\$10

Living treasure for local high fliers

TWO founding members of Mt Beauty Gliding Club, Manfred Rueff and Ray Addinsall, were presented with "Living Treasure" Awards by the Victorian Soaring Association two weeks ago.

Mr Rueff and Mr Addinsall are the only current members from the inaugural group which formed the club in 1976.

President of Mt Beauty Gliding Club, Andrew Evans, said Mr Rueff and Mr Addinsall gave countless hours of voluntary work to the club and also made substantial financial contributions, and nominated the pair for the award.

"The success of this club is due in no small part to the major contributions made by Manfred and Ray over the years," he said.

"Their major contributions since the formation of the club have placed it on a very strong footing for ongoing success.

"The nomination was in recognition of the tireless work they have both donated since the formation of the club in 1976."

Mr Rueff became inter-

ested in gliding at age 14 in Germany when he learned to fly primary gliders using bungee launches.

He then took up gliding again at Tocumwal in the 1970s after moving to Australia and settling at Mt Beauty to work on the Kiewa Hydro Power Scheme.

He became interested in forming a gliding club after discussions with Mr Addinsall and in 1976 the Mt Beauty Gliding Club was formed with just 11 inaugural members.

Mr Rueff trained to become an instructor and was chief flying instructor until 2005, and has more than 4000 hours flying experience.

Mr Addinsall was a member of the air cadets before World War 2, and joined the Royal Australian Air Force at 18 to fly Kitty Hawks during the war.

After the war he obtained his commercial pilot's licence and flew passenger flights in Tiger Moths in Geelong.

He learned to fly sail-

planes during the 1970s and purchased sailplane IS28-WVQ with Mr Rueff in the mid 1970s.

He was appointed president at the inaugural meeting of the Mt Beauty Gliding Club in 1976 and remained president until 2001.

Mr Addinsall became an assistant instructor and he has gained approximately 1000 hours gliding experience and approximately 1000 hours power flying experience.

He was awarded a life membership in 2003.

Manfred Rueff (left) and Ray Addinsall received Living Treasure awards for their lifetime contributions to the Mt Beauty Gliding Club.

The Tail End

Extract from the "Kiewa Valley Observer"